

ARMY AND NAVY CHRONICLE.

Edited and Published by B. Homans, at \$5 a year, payable in advance.

VOL. IX.—No. 25.] WASHINGTON, THURSDAY, DECEMBER 19, 1839. [WHOLE No. 259.

MISCELLANY.

ISLANDS, TIDES, CURRENTS.

A considerable portion of the islands of the globe are found to be of volcanic origin.

Many islands, especially those in the South Sea, owe their origin to the marine insects which produce the coral. Some are banks of sand, just raised above the surface of the water.

The bottom of the sea appears to have inequalities similar to the surface of the continents; the depth of the water is therefore extremely various. There are vast spaces where no bottom has been found; but this, of course, does not prove that the sea is bottomless, because the line is able to reach but a comparatively small depth. If we were to found our opinion upon analogy, we might conclude that the greatest depth of the ocean is equal to the height of the loftiest mountains, that is, between 20,000 and 30,000 feet.

The level of the sea, if it were not for the action of disturbing causes, would be the same every where at the same instant, and the figure assumed by the ocean would be the true surface of the planet, that of an oblate spheroid. But the tide, at any given moment, is at different heights in different parts of the ocean.

Water being a bad conductor of heat, the temperature of the sea changes much less suddenly than that of the atmosphere, and is by no means subject to such extremes as the latter. The temperature of the sea never, in any latitude, exceeds 86 or 87 degrees of Fahrenheit.

The existence of banks or shallows have a local effect in diminishing the temperature of the ocean, but the great agents in modifying it are currents, which mingle together, or change the locality of waters of different regions. Thus the gulf stream, as it is called, which sets into the Gulf of Mexico from the equatorial regions, is much warmer than the neighboring parts of the sea; the current of Chili is just the reverse, being in its progress from the higher to the equatorial latitudes from whence it passes across the wide Pacific, and carries the warmth which is thus acquired, again to the higher latitudes, on reaching the western borders of that ocean.

There are three kinds of movements constantly going on in the waters of the sea.

1. The agitations which its surface undergoes by the action of winds.

2. Tides, which are the result of the attraction between the earth, the sun, and the moon.

3. Currents, which arise from different causes, some of them existing within the element itself.

The influence of the moon in producing the tides, is commonly supposed to be greater than that of the sun, and evidently governs the time of high water. As the moon crosses the meridian of a place about every twenty-four hours and fifty minutes, the sea, in that space of time, ebbs twice and flows twice, in most parts of the world. In large portions of the Pacific ocean, however, as well as in certain other localities, the tides are exempt from the lunar influence. At Tahiti and the Georgian group, near the centre of the Pacific ocean, the tides rise but one or two feet, and it is high water at noon and midnight throughout the year, and this, too, in the very region where the established theory would lead us to expect the lunar tides to be the most regular and powerful. The tides upon the coast of Guatemala, in the Caribbean sea, afford a similar exception. These facts serve to show that the *modus operandi* of the causes which produce tides, is not thoroughly understood.

The impediments created by shallows in the ocean, and by the shores, bays, gulfs, and promontories of

islands are such, that the tides are generally delayed and altered, both in degree and direction, and in many places so accumulated, that they rise to heights far exceeding what is witnessed in the open ocean. On the northern coasts of France, the flow being confined in a channel, rises to a surprising height; at St. Maloes 50 feet. The tide of the German ocean is twelve hours travelling from the mouth of the Thames to London Bridge, where it arrives about the time that there is a new tide in the German ocean.

The tide at Chepstow rises, at high spring tides, 56 feet, and at others from 40 to 50. The tides in the Bay of Fundy are said to rise to an equal height.

Currents and winds have an influence either in quickening or retarding the tide, and a powerful wind will sometimes keep a tide out of very narrow channels. On the contrary a strong wind coming from the same quarter as the tide, will sometimes rise it several feet above the usual level.

Currents in the ocean are either constant or occasional. The most remarkable currents are those which continually follow the main direction. These usually follow the course of the great circuits of wind in every ocean, and besides, have a general connexion with each other, so that much of the oceanic fluid is constantly passing from one basin to another.

The waters of the north Atlantic perform a constant circuit in the parallels between the equator and the banks of Newfoundland, of which circuit the concentrated current of the gulf stream form a conspicuous part, and in the centre of this circuit of current is situated the great field of floating sea-weed, called the grassy sea. Its strength is much aided by the current which passes from the Indian ocean round the Cape of Good Hope, through the south Atlantic, and which, joining the equatorial current, passes to the north-west into the Caribbean sea.

In the north Atlantic a counter circuit is also formed, which passes near the British islands and the coast of Norway, and enters the polar basin, from whence it returns under the name of the polar current, and passing down the coast of Greenland and Labrador, carries with it, at certain seasons, the floating ice of the polar regions.

The fruit of trees which belong to the American torrid zone is every year deposited on the western coasts of Ireland and Norway; and on the shores of the Hebrides are collected seeds of several plants, the growth of Jamaica, Cuba, and the neighboring continent. The most striking circumstance, perhaps, is that of the wreck of an English vessel, burnt near Jamaica, having been found on the coast of Scotland.

It is estimated by Humboldt, that a floating buoy, which should receive no impulse from the winds, would require thirteen months from the Canary islands to reach the coast of Caraccas, and ten months to make the tour of the Gulf of Mexico, while forty or fifty days might be sufficient to carry it from the straits of Florida to the banks of Newfoundland; and requiring between two and three years to perform the whole circuit back to the Canary islands, equal to a distance of eleven or twelve thousand miles.

The general features of the currents in the north and south Pacific resemble those in the Atlantic, except they are obstructed by numerous archipelagos. A Japanese junk, which had been disabled on that coast, has recently been drifted to the Sandwich islands; and pieces of wreck and other articles from the China sea, are often found by the whale ships in the northern Pacific.

The existence of under currents, different from those on the surface, is highly probable, and is supported by the analogy of the atmospheric currents,

which traverse immense distances in distinct horizontal strata; but their existence is not distinctly proved except by the drift of the icebergs, which are brought into the margin of the gulf stream, during the spring and summer, by the polar current, which then disappears, and from its greater density, probably becomes an inferior current, passing to the lower latitudes. From the great depth of the icebergs, it probably continues to act upon them after they arrive within the influence of the warmer current of the gulf stream.

An under current is also supposed to exist in the straits of Gibraltar, where there is a constant influx from the Atlantic through the strait; as the wreck of a vessel which was sunk on the Mediterranean side of the strait, is said to have risen again in the Atlantic.

It is common to ascribe the currents of the ocean wholly to the action of the winds; but, as the waters of the ocean are subject to the same impulses as the superincumbent atmosphere, it is probable that the principal movements of both fluids have their origin in the same causes.—*Million of Facts.*

From the Nantucket Inquirer.
NEW ZEALAND.

With the accustomed propensity for colonial acquisitions which has ever distinguished the British Government, the two islands of New Zealand, the very antipodes of Great Britain, geographically considered, have become subjects of great and increasing interest to that Government. Having the vast region of New Holland within a very few days' sail, they occupy a position on the globe, as it regards proximity to a large continent, quite analogous to that of the British Isles. Indeed, as is remarked by a recent English writer, this new country, "when viewed with respect to its position and physical circumstances, as well as the future prospects of its settlers, may be regarded as the destined Britain of the southern hemisphere."

Within a short period, this distant region has also engaged the attention of a large class of American citizens—those especially who are engaged or interested in the pursuit of the whale fisheries; it having been found a very convenient and profitable resort for our whaling ships, hundreds of whom have been enabled to obtain recruits, and to shelter themselves within its commodious harbors—from which spots they also carry on their gigantic enterprise with extraordinary ease and success. To many of our readers, therefore, a brief sketch of the country, and of the advantages it offers to settlers or visitors designing to follow any branch of trade or commerce, will not be unacceptable. We propose to give such an outline, from sundry data now before us—partly drawn from an elaborate description in a late foreign periodical, and partly from memoranda furnished by a gentleman of this town, who has lately returned from a trip to the "Bay of Islands," the principal port of New Zealand.

These islands, which are separated by Cook's Strait, lie between the 36th and 48th degree of south latitude, embracing, in superficial extent, an area about equal to that of Great Britain; and enjoying a climate not materially different from the most temperate portions of that of North America. Situated within about 1200 miles of the chief ports of New South Wales, of the Friendly Islands, and the New Hebrides—lying also nearly midway between Chili and Canton, say 5000 miles from each—the most central settlements of New Zealand seem destined, naturally, to become at no very remote period, the focus of an immense trade. The elements of this anticipated prosperity reside in the many physical advantages and commercial facilities presented by an extensive line of sea coast, abounding in beautiful bays and excellent harbors; by numerous navigable rivers, affording every means of intercourse between the coast and the interior; by a fertile soil, yielding plentifully the most desirable vegetable products, including immense tracts of luxu-

riant grass, and wild flax, and vast forests of valuable timber. Among the fruits of the earth which are now cultivated with great ease by the settlers, are Irish and sweet potatoes, turnips, beets, carrots, cabbages, pumpkins, beans, onions, &c., maize, or Indian corn, wheat, and almost every species of grain. Samples of the wheat, of excellent quality, were brought hither by the gentleman to whom we have before alluded. Of the table fruits, the peach and the grape are raised in great variety and perfection.

No country in the world, perhaps, surpasses New Zealand in the number and safety of its bays and inlets. These are scattered at moderate distances, along both the eastern and western shores, from Stewart's Island on the South, to Cape Van Dieman on the North, an extent of 8 or 900 miles. It is stated, however, that those on the west side of the islands are often obstructed by sandbanks, or bars, thrown up by the over prevalence of westerly winds; while those on the eastern side, being less exposed to eastern gales, are for this reason always safe and accessible. The most important harbor, or at least the most frequented at present, is the Bay of Islands, at the N. E. extremity of the northernmost island. This is a place of great resort for European vessels, as well as a favorite one for our own South-Sea whalers; for the last three years, it is estimated that the number of such vessels which entered the harbor, has averaged at least 200 annually.

Southward from the foregoing, at the entrance of Cook's Strait, lies the beautiful harbor of Port Nicholson, about 12 miles in length, and 3 in breadth, affording the most easy access and perfect shelter to ships of any tonnage and in all weathers. It has a fine country behind it, with a water communication for some 90 miles by means of the Haritoua river, and lies in the track of homeward bound vessels from New South Wales, as well as in the centre of the South Sea whale fishery. It presents many attractions as a place well adapted for the refitting of vessels, and for procuring refreshments.

On the western side of the northern island are numerous good harbors, into which flow navigable streams, whose sources lie far in the interior, at the bases of the range of mountains by which the country is intersected. One of the most northerly of these, is Hokianga, which is often visited by English whalers. The distance from this harbor across land to the Bay of Islands, is but about 20 miles. Around this spot are several English settlements—the New Zealand Land Company having purchased a large tract of rich land in the vicinity. South of Hokianga, lies the harbor of Waikato, which, from its position, promises to become a very important station—lying in the midst of a beautiful and most fertile region. The harbors of the southernmost island, though less explored, are quite numerous and valuable.

Our informant, while at the Bay of Islands, was much surprised to find, that where he expected to meet with but a few scattered families and hosts of savages, there were now settled in New Zealand some 500 families, principally English. On his homeward passage, he also learned from the master of a ship from London for S. Australia, that sometime in June last, a ship left England with 500 emigrants for New Zealand, lands for whom had already been purchased by Europeans, who intended to push their enterprise with the utmost activity. A brisk and profitable trade between New Zealand and the ports Sidney and Hobart Town, in timber, flax, potatoes, &c. is already established, employing some 50 or 60 vessels of upwards of 110 tons each.

The native New Zealanders, though formerly extremely ferocious, are now, for the most part it is believed, desirous of acquiring the arts of civilized society. In the time of Captain Cook, they were without exception, and possibly some of them still are, unappeasable cannibals. These occupy, however, generally the interior of the southern island. No

longer ago than last year, two French whalers were lost on that coast, at a place called Bluff Head, the crews of which were massacred, if not devoured, by the natives. As the various tribes are however independent of, and often at war with each other—and as all of them who have been brought within the influence of civilized man, have displayed intelligence, and aptitude for humane usages, and an earnest interest in the most useful of the arts of domestic life, rather than a love for show and finery—it cannot be doubted that their barbarian propensities may gradually and even early be overcome.

The British authorities are of course in full possession of the settled portions of New Zealand. But of so great importance to our whale fishery has this region now become, that an American consulate has been established at the Bay of Islands within the present year; and the U. S. consular ensign was first raised at that port on the 27th May last, amid the most welcome demonstrations of our numerous shipping then in the harbor. At this settlement are numbers of stores supplied with all sorts of merchandize; there are also blacksmiths, carpenters, caulkers, and other mechanics—so that a ship can be fitted for sea as readily as at any port in the Pacific—and probably at as little expense, since there are no port charges. From the great amount of American shipping now constantly in the habit of visiting New Zealand, especially in the months of January, February, March and April, it is highly expedient that a U. S. national vessel should be stationed in that quarter, at least during the period specified, for reasons which may well be conceived, by all who are experienced in the difficulties apt to occur among the crews of ships touching for supplies at unprotected ports.

From the New York Dispatch.

THE FIGURE HEAD.—Since the publication of the article from Burton's Magazine, relative to the decapitation of the Figure Head of the Constitution frigate, we have received a call from the man himself who did the deed that was for a few months the subject of countless paragraphs, and bids fair again to run the newspaper race, through its revival in the Magazine. We have also received a communication from him, which we subjoin; with the proviso that we take no part nor lot in the matter, any farther than to warrant the following a genuine document, from the hand of the man himself.

NEW YORK, Dec. 14, 1839.

To the Editor of the Morning Dispatch:

SIR: In your paper of the 11th instant appeared an article taken from "Burton's Magazine," purporting to give an *expose* of circumstances connected with the "Decapitation of the Figure Head of Old Ironsides," during the twenty-four hours preceding the 4th of July, 1834, at the U. S. Navy Yard at Charlestown. This statement is incorrect in every particular so far as the "Decapitator" is concerned, except one, viz: that the deed was done by a "Cape Cod seaman."

In cutting off the figure head I conceived I was only "following in the footsteps of my illustrious predecessor." He took the "responsibility" to do certain things; and as "some things may be done as well as others," "I took the responsibility" to do what I did, and like him, I stand ready to answer for my deeds. Whether they were "good or evil," remains to be shown by the test stone of time. I will now proceed to point out a few of the most barefaced misrepresentations made by the writer. He states that I was exceedingly alarmed after having perpetrated the act: "that visions of the U. S. marshals, district attorneys," &c. &c. were constantly floating before my eyes, whether asleep or awake. To this grossly false assertion, I have only to state that early on the morning after the cutting off of the figure head, I called at the U. S. marshal's office, and, in common with those present, expressed much astonishment at the sad catastrophe which had befallen the figure. I bewailed

with them the loss of the "darling head," but then I could not fully sympathize with those who considered it as a "national calamity."

The writer also states that I mounted the bows to the bowsprit of the Constitution, and then sawed away. The truth is this, I went up the ship's side where all gentlemen visitors go, and entered the regular gangway. There was no "climbing" work about it, all was "plain sailing." The coast was entirely clear, and the very elements seemed to favor the enterprise. There were no traces of saw-dust left; all were washed away by the rain that fell in such torrents as to lead me to suppose for the time, that the "flood gates of Heaven" had burst asunder for the express purpose of driving the sentinel from his place of duty. He went "for shelter" under the eaves of the house that covered the Columbus line-of-battle-ship which lay directly alongside—thus leaving the way entirely clear for the operator to perform "head work," unmolested. I was on board hard at work from 12 midnight till 3 A. M., and at no moment of that time did the rain cease to fall in torrents, the lightning to hiss, and the thunder to roar—if was one constant flash, constant peal, and constant pouring of waters from above; and in fact if Espy, the "Storm King," had been master of ceremonies on the occasion, things could not have been done up in better style than "Dame Nature" served them up herself. I frequently caught sight of the sentinel as he tried to "dodge" the flashes—he snapped his eyes much after the manner of a "toad under a current bush watching lightning." I have been thus particular with regard to the sentinel, as the commander of the station, on the following morning, accused the poor fellow of "winking at the act." It is true he did "wink" at the operation, but he did it innocently, and should this paragraph ever meet the eye of the Commodore of the station at that time, I hope he will wink at the poor sentinel's fault, and forgive him for ignorantly suffering me to do that which caused him so much pain and chagrin, that I fear he will never entirely recover from it. Perchance I may pop in upon the Commodore at some future time, and further enlighten him on this "Head." Should he ever visit this city, he will find me at 77, South street, where I am doing a "cent per cent general commission business," and where I shall be happy to see all who may be disposed to throw any business in my way. It is further stated by the writer of the article on "Losing the Frigate's Figure Head," that on the morning after having cut off the head, I "called in a fellow lodger, made known the midnight undertaking to him, left the head in his charge, and then repaired to New York." The truth is as follows. The gentleman who was my room-mate at the time alluded to, now resides in this city, and will testify that he did not know who was the "Decapitator" till more than a year after the deed was done. And as to myself, instead of repairing "immediately to New York," I remained in Boston several weeks, and then went to the State of Maine previous to visiting this "mighty London of the west," where many adventures have befallen me, which I purposely omit, but which I may relate hereafter. I have the honor to be, your very obedient servant,

SAML. W. DEWEY.

To the Editor of the Alexandria Gazette.

The eventful life of Captain GILBERT Y. FRANCIS, mentioned in your paper of the 29th ultimo, reminds me of another Virginian, a native of Loudoun county, who enlisted at Natchez, in 1826, as a soldier in the 7th infantry. His name was William or James Anderson, and he stated to me when he joined the regiment, that he was 54 years of age; that 27 years previous, in 1799, he left Loudoun and went to Winchester, Virginia, where he was hired by a gentleman, named Johnston, to go with him to Pittsburgh, where Johnston purchased several flat-boats, and a keel boat, and loaded them with flour, bacon, and whiskey;

from whence they descended to New Orleans. Arriving in that city, he sold and bartered his produce, and purchased a brig of ten guns, in company with Benjamin Morgan, and sailed on a trading voyage to South America. They touched and traded at Rio de Janeiro, and proceeded around the Cape of Good Hope to Mocha, near the mouth of the Red Sea. From hence they sailed for Surat and Bombay, in India, along the Coast of Arabia; and, when off the mouth of the Gulf of Persia, whilst lying at anchor, Johnston himself, and Johnston's negro servant, went on an island to hunt, and were soon afterwards taken by the Arabs and carried to Muscat, in Arabia, and sold, at the market place, as slaves. They were purchased by men engaged in trade across the desert of Arabia to Egypt. They served several years as camel drivers, and guards, between Cairo, Muscat, Bagdad, Jerusalem, Damascus, Aleppo, Ispahan, and Surat, and were finally released, and entered the Persian army, which they left, after acquiring promotion, and proceeded to Delhi, and entered the service of the Great Mogul, in whose service they were made Generals of Divisions, and served under Holkar at the battle of Boadepour, when Holkar was defeated by General Malcolm and his army dispersed. Anderson commanded a reserve corps of 18,000 men, and had in charge the family of Holkar. Johnston fell in the action, and was thrown into a well; the last time Anderson saw him, he upbraided Anderson with cowardice. Johnston's servant was taken, together with Anderson, and carried to Calcutta, from whence he was sent to England, to be tried as an Englishman found in arms against his country. The Consul, Mr. Beaseley, at London, interfered and had him released and sent to the United States. At Baltimore, he told me, he engaged the late Paul Allen to write his adventures; that his uniform, as a General in the Indian army, was deposited in Peale's Museum; that he had a wife and several children in India; that, being destitute, he shipped as a sailor to the West Indies, where he was occupied for a long time in the turtle trade, from the Keys to Kingston, Jamaica; that he shipped, at last, on board a vessel, and found himself among a gang of pirates that infested the Coast of Cuba for several years; that he was put on board a vessel loaded with wines, and that a storm coming on, he was cast away at the mouth of the Sabine river, from whence he went to the plantation of Mr. Wykoff, and where he remained as a stock-minder and sub-overseer, until some very extraordinary misfortunes in the family caused the discharge of all the hired domestics. He went hence to Natchez, where the yellow fever was raging, and was near dying with it. Soon after, he enlisted with Lieut. W., and was sent to his regiment, when he was discharged (being over age and otherwise infirm,) and put out for Texas. Seven years afterwards, I met him in the State of Tennessee, driving a cart on the route to Texas, with a family, where I have no doubt he is living at this day. He was tall and spare, with a florid complexion, and red hair, not the least gray, although upwards of 70 years of age.

U. S. STEAMER POINSETT.—We have been favored with the details of the cruise of this vessel of war, and with pleasure lay the same before our readers:

The U. S. steamer Poinsett, Commander Mayo, arrived on the 30th ult., from the coast of Florida, where she has been engaged in the arduous duties of a summer campaign, and is now on her way north, for the purpose of repairing, being, as we are informed, in so unseaworthy a condition, that those of her crew, who have escaped savages and yellow fever, are in imminent danger of shipwreck. When the Poinsett touched here in the spring, on her way to Florida, her officers anticipated returning north during the sickly season, but the tragedy of the Caloosahatchee, which was so distressing a violation of the treaty of Fort King, seemed to give an opportunity for action,

and her commander determined to risk the hazards of the season. Upon the receipt of the melancholy intelligence alluded to, he retaliated by capturing immediately Tiger Tail, a nephew of Sam Jones, with eight warriors and six squaws; and then proceeded to the Caloosahatchee, in search of those concerned in the butchery on that river; since then Captain Mayo has in person conducted his barges five times into the everglades at as many different points, being accompanied on these expeditions of danger by Acting Lieutenant Handy, Midshipmen Watkins, Murray, Caldwell, and one of the medical officers. The streams through which the boats passed were in many places so narrow that the oars could not be used, and the boats were dragged through by means of the overhanging limbs. Whatever hazard there might be in these expeditions, Capt. Mayo did not send his officers, but led them to meet it. The next point which seemed to require attention, was Fort Lauderdale, near which the Indians were assembled in considerable numbers, and an attack was apprehended upon that post, but Capt. Mayo reached there with two armed barges, before the Indians were prepared for hostility. The gallant and efficient commander of Fort Lauderdale, Lieut. Tompkins, has expressed in a very handsome manner his obligations to Captain Mayo, for the prompt interposition which arrested the murderous purpose of the savages, and also signified his sense of the manner in which Lieutenants Davis, of the navy, and Sloan, of the marines, have aided him in all that concerns the welfare of the post.

Captain M., we are informed, has made what appeared the most judicious disposition of his crew and officers. Lieut. Davis, with two barges, and upwards of thirty men, being left at New river; Lieut. Sloan, with as many marines, on the Miami river, and Passed Midshipman Thompson, with an armed barge and crew, at Key Biscayne.

The labors of a summer campaign in the swamps and everglades of South Florida, have had its effects upon the officers and crew of the Poinsett; they have suffered from disease, and among the officers three have found their graves in Florida: Purser Slacum, Passed Midshipmen Waddell and Smith. Experience has proved, what by many was predicted, that the Poinsett is entirely unsuitable to the station she has been on, and the boat has operated as a check upon the efficiency of the physical force she bore. The labors to seamen of procuring fuel from a Florida pine barren under a summer's sun, goaded by poisonous insects, has been not among the least of the sufferings of the crew; and three or four weeks of this continued and painful effort, we are told, will only supply her with enough of fuel for two days run. The Poinsett has certainly done all she found opportunity to do in the Florida war—more than was anticipated from her by those who knew the difficulties she would be called on to encounter; and her crew have not been permitted to fatten upon the bread of idleness.

—*Savannah Georgian.*

Disappeared from Bedlow's Island, N. Y., on the 18th ult., Joseph Young, a Sergeant, who has been stationed at this post, for the last ten years. As he has possessed the entire confidence of all the officers who have been stationed at this post during his continuance here, and as his character for sobriety and integrity has been unimpeached, it is feared he has either been murdered, or has left in some aberration of mind. This is to request such editors of newspapers as may be friendly to the afflicted wife and children, to insert this notice, which may lead to his discovery.

He is about forty years of age, blue eyes, light hair, rather thin, and little gray; five feet six inches in height; of rather stout form, and face full, and a little sallow; of soft voice and mild and good manners; is intelligent, and a good clerk and accountant. Had on, when he left, blue dress coat and trowsers, and

blue cloth cloak without a cape, and with a high standing collar.

Probably there are but few military posts in the United States, but that there is some one to whom Sergeant Young is known.

A handsome reward will be given to any one who will give information to the commanding officer of this post, that may lead to his discovery.

Bedlow's Island, N. Y., Dec. 2, 1839.

THE RIGHT SORT OF A BOY.—A lad by the name of Daniel Weston, an apprentice on board the U. S. ship Columbus, received permission, last week, to visit his friends at Sandwich. On his way there he found, on the floor of the stage coach, a pocket book containing a number of valuable notes, and thirty-two dollars in cash in small bills. There was only one other passenger, a lady, in the coach at the time, and the lad offered it to her, as probably her property. She did not, however, claim it, and the lad kept the pocket book until his return to the ship, when he immediately placed it in the hands of one of the officers, who examined its contents, and found a clue which led to the discovery of the owner, to whom it was restored, and by whom the lad was generously rewarded. No pecuniary reward, however, could be so satisfactory to him as the consciousness of having escaped temptation and done his duty. If all the apprentices in our navy are guided by the same moral principle, we shall soon have a noble race of men to man our vessels of war, of whom we may be prouder than we are even now.—*Boston Transcript.*

THE ROYAL GEORGE.—Colonel Pasley, the great English submarine experimenter, at the last advices, was continuing his explosions of gunpowder, against the wreck of the Royal George, at Spithead. The total number of guns recovered was already 6 iron 32-pounders, 4 brass 24-pounders, one brass 12-pounder, and 4 gun-carriages. The hull of this ill-fated vessel had been under water fifty-seven years—and what may be considered very remarkable, 12 tin boxes of preserved beans, in a wooden box, have been recovered from the wreck, stamped "Conserved Antichena de Catrou, Marseilles." Neither vinegar nor pickle had been used; they had been boiled, and placed in air-tight vessels, and were as fresh and fit for use as when first inclosed.—*Boston Mer. Journal.*

THE COLUMBIAD.—The big gun, recently cast at Mr. Alger's Foundry, at South Boston, was tried yesterday at South Boston point, near Blake's lumber wharf. It threw a ball, or rather shell, weighing 150 pounds, nearly across the water to the Dorchester shore. Some of the balls ricocheted on the water very beautifully, throwing up columns of spray, presenting quite a picturesque appearance. Some of the shots were fired with the muzzle of the gun elevated, and made a tremendous whizzing while passing through the air. These experiments with the big gun cost something, however, for

"Every time they fired it off,
It took a horn of powder"

weighing 16 pounds—and the whole expense of each charge was \$15.—*Boston Journal.*

From the New York American.

Commodore Ridgely having been appointed to the command of the U. S. squadron on the coasts of Brazil, &c., the officers on this station (where he has commanded for several years) addressed to him the following letter previous to his leaving the command:

U. S. NAVY YARD,
New York, 19th Nov., 1839.

SIR: The undersigned, officers of the Navy, Marine Corps, and Civil Department on this station, having heard of your appointment to the command of our naval squadron on the coasts of La Plata and Bra-

zil, cannot permit you to depart without an expression of their deep regret at your separation from them, and their high estimation of your character as an officer and gentleman.

Many of them have served under your command during a great portion of the period of your official connexion with this station, and have witnessed the constant zeal and ability with which your duties have at all times been performed, combining with courtesy and indulgence, a strict attention to the public interests, and discipline of the service.

But whilst they express their regret at being thus separated from you, they feel highly gratified by your appointment to so important a command, at a time when our neutral relations with the belligerent powers of France and Buenos Ayres are calculated to involve questions and responsibilities of the most complicated character; and their confidence in you assures them that the honor of our flag and the interests of our country will be gallantly and ably sustained.

With an earnest wish for your continued welfare and happiness, under all circumstances, the undersigned beg leave to offer you the cordial assurance of their sincere regard and esteem.

JOHN D. SLOAT, Captain.

M. C. PERRY, do.

W. D. SALTER, do.

B. MACOMBER, Captain Marines.

T. BAILEY, Lieutenant.

WM. D. NEWMAN, do.

JAMES GLYNN, Lieut. Comm'd't.

HENRY W. OGDEN, Commander.

CHARLES H. BELL, Lieut. Comm'd't.

HENRY EAGLE, Lieutenant.

TUNIS CRAVEN, N. S. Keeper.

ALEX. SLIDELL MACKENZIE, Lieut.

H. MOOR, Lieutenant.

OSCAR BULLUS, do.

H. S. RENNOLDS, Passed Ass't Surgeon.

WASHINGTON A. BARTLETT, Pass'd Mid.

R. H. NICHOLS, Master.

STEPHEN D. TRENCHARD, Midshipman.

A. D. OSTRANDER.

S. RAPALJE, Surgeon.

LLOYD B. NEWELL, Lieutenant.

JOHN K. MITCHELL, do.

S. HARTT, Naval Constructor.

GEORGE W. LEE.

FRANCIS MALLABY, Master.

CHAS. H. HASWELL, Engineer.

S. H. STRINGHAM, Commander.

J. HARDING MARSHALL, Lieutenant.

JOSEPH H. TERRY, Purser.

CHARLES O. HANDY, do.

WM. JOHNSON, Surgeon.

Commodore CHARLES G. RIDGELY,

Com'g U. S. Naval Station, New York.

To which he returned the annexed reply:

NAVY YARD, NEW YORK,
November 26, 1839.

GENTLEMEN: Your very friendly letter of the 25th instant, transmitting me a letter signed by the "officers of the Navy, Marine Corps, and Civil Department, on this station," expressing their approbation of my conduct, and "their deep regret at our separation," I received this day.

To have earned the very high esteem of those I have been so long and constantly associated with, and where all my official acts have come under their immediate notice, is the most distinguished and honorable reward that could be bestowed on me.

I thank you all, gentlemen, for assuring me, that on my contemplated cruise, "the honor of our flag and the interests of our country will be gallantly and ably sustained." I can only assure you, I will endeavor, at all times, to merit these high and honorable sentiments.

With all the warm feelings of friendship, characteristic of our profession, I am faithfully yours,

CHAS. G. RIDGELY.

Captain JNO. D. SLOAT,
Commander H. W. OGDEN, and } Committee.
Naval Constructor S. HARTT,

From Hints to Young Generals—By an Old Soldier.

HINTS, &c.—SECTION I.

Generals have been divided into three classes; *theorists*, who, by study and reflection, have made themselves acquainted with all the rules, or maxims, of the art they profess; *martinetts*, who have confined their attention merely to the mechanical part of the trade; and *practical men*, who have no other, or better guide than their own experience, in either branch of it. This last description is, in all services excepting our own, the most numerous; but with us, gives place to a fourth, viz. men, destitute alike of *theory* and of *experience*.

Self-respect, is one thing; and presumption, another. Without the former, no man ever became a good officer; under the influence of the latter, generals have committed great faults. The former, is the necessary result of knowledge; the latter, of ignorance. A man acquainted with his duty, can rarely be placed in circumstances new, surprizing or embarrassing; a man ignorant of his duty, will always find himself constrained to *guess*, and not knowing how to be right by *system*, will often be wrong by *chance*.

These remarks are neither made, nor offered, as applying exclusively to the science of war. They apply to all other sciences; but in these, errors are comparatively harmless. A naturalist, may amuse himself and the public with false and fanciful theories of the earth; and a metaphysician may reason very badly on the relations and laws of matter and spirit, without any ill effect but to make themselves ridiculous. Their blunders but make us merry; they neither pick pockets, nor break legs, nor destroy lives, while those of a general bring after them evils the most compounded and mischievous: the slaughter of an army, the devastation of a State, the ruin of an empire!

In proportion as ignorance may be calamitous, the reasons for acquiring instruction are multiplied and strengthened. Are you an *honest* man? You will spare neither labor nor sacrifice to gain a competent knowledge of your duty. Are you a man of *honor*? You will be careful to avoid self-reproach. Does your bosom glow with the holy fervor of *patriotism*? You will so accomplish yourself as to avoid bringing down upon your country either insult or injury.

Nor are the more selfish impulses without a similar tendency. Has *hunger* made you a soldier? Will you not take care of your daily bread? Is *vanity* your principle of action? Will you not guard those mighty blessings, your epaulets and feathers? Are you impelled by a love of *glory* or a love of *power*? And can you forget that these coy mistresses are only to be won by intelligence and good conduct?

“But the *means* of instruction—where are they to be found? Our standing army is but a bad and ill-organized militia; and our militia, not better than a mob. Nor have the defects in these been supplied by Lycees, Prytanees and Polytechnic schools. The morbid patriotism of some, and the false economy of others, have nearly obliterated every thing like military knowledge among us.”

This, reader, is but one motive the more for reinstating it. Thanks to the noble art of printing, you still have *books*, which, if *studied*, will teach the art of war.

“*Books!* and what are they but the dreams of pedants? They may make a Mack, but have they ever made a Xenophon, a Cæsar, a Saxe, a Frederick or a Bonaparte? Who would not laugh to hear

the cobbler of Athens lecturing Hannibal on the art of war?”

True: but as you are not Hannibal, listen to the cobbler. Xenophon, Cæsar, Saxe and Frederick, have all thought well of books, and have even composed them. Nor is this extraordinary, since they are but the depositories of maxims, which genius has suggested, and experience confirmed; since they both enlighten and shorten the road of the traveller, and render the labor and genius of past ages, tributary to our own. These teach most emphatically, that the secret of successful war, is not to be found in mere *legs* and *arms*, but in the *head*, that shall direct them. If this be either ungifted by nature, or uninstructed by study and reflection, the best plans of manœuvre and campaign avail nothing. The two last centuries have presented many revolutions in military character, all of which have turned on this principle. It would be useless to enumerate these. We shall quote only the greatest and the last. *The troops of Frederick!*—how illustrious under him? How contemptible under his successors? Yet his system was there; his double lines of march by platoons at entire distances; his oblique orders of battle; his simple lines of manœuvre in the presence of an enemy; his flying artillery; his wise conformation of an Etat-Major; all, in short, that distinguished his practice from that of ordinary men, survived himself:—but the *head*, that truly comprehended and knew how to apply these, died with Frederick. What an admonition does this fact present, for self-instruction—for unwearied diligence—for study and reflection? Nor should the force of this be lessened by the consideration, that after all, unless nature should have done her part of the work; unless to a soul, not to be shaken by any changes of fortune;—cool, collected and strenuous, she adds a head,—fertile in expedients—prompt in its decisions, and sound in its judgments, no man can ever merit the title of a *General*.

It is under this view of the subject, that the following pages have been written. They are the result of much reading, of more reflection, and of some practical knowledge; and are offered as the mite of one, who laments, that he has nothing better to offer on the altars of his country.

ARTILLERY INSTRUCTION.—Mr. Robert P. Desilver, in Fourth street, has published a duodecimo volume, which promises to be of great utility to the military gentlemen, as well of the army as of the state volunteers. Its title will explain its character:

“Instruction for Field Artillery, Horse and Foot, translated from the French and arranged for the service of the United States, by Robert Anderson, Captain in the staff of the United States army, by direction of the Secretary of War.”

The lessons in this work are exceedingly simplified, and convey instruction to every one concerned in the business of managing the men, the guns, and the horses. We do not remember to have read any work of the kind which entered so clearly into details, of which pushed those details so far. The book is itself a library to an artillery officer. We suppose that every one who has a wish to be perfect, or to know what is perfection in this *arm* of the military, will possess himself of this book.—*United States Gazette*.

RESULTS OF THE SAILOR'S HOME.—It is now two years since a boarding-house for sailors, under the name of “The Sailor's Home,” was opened in New York, and about 18 months since a second house of the same description was opened. These two houses will accommodate about 120 persons at one time. They have generally been full, and have supported themselves, with the exception of the rent of one house.

Since their establishment about 400 of the inmates have signed the pledge of total abstinence from all intoxicating drink, and, in the judgment of charity, more than 40 have become hopefully pious. A large

number of the boarders have begun to save their hard earnings, and about \$12,000 have been deposited in the Seamen's Savings Bank, besides large sums which have been taken home to friends. About 3,000 men have been shipped from the two houses.

A small house for colored seamen has recently been opened.—*Sailor's Magazine*.

MISSOURI BOUNDARY WAR.—We learn that Major General WILLOCK, of the 4th division of Missouri militia, having received official intelligence that the sheriff of Clark county, in this State, had been arrested whilst executing some legal process under the authority of Missouri, within the disputed territory, and was committed to prison by the authorities of Iowa, has marched with a portion of his forces to his release. In the meantime, to make assurance doubly sure, as well as to obey the general order of the Governor of Missouri, requiring him to support and protect the civil officers of Clark county in the discharge of their duties within the disputed territory, he has required the Generals commanding the 11th, 12th, and 13th divisions to hold a portion of their respective commands in readiness to march at a moment's warning. In pursuance of this order, we understand that troops in St. Charles, Lincoln, Pike, Ralls, and probably some other counties, are awaiting orders to march to the disputed territory if their services are needed.—*St. Louis Republican*, Dec. 5.

THE BORDER WAR.—We learn by a gentleman from the Upper Mississippi, the following particulars in relation to the dispute between Iowa and Missouri. Upon learning the fact of the imprisonment of Mr. Gregory, the Sheriff of Clark county, in jail at Van Buren, Gen. Allen, of Lewis, raised forty men, and marched to release the Sheriff. When near Van Buren, intelligence reached him that the jail was guarded by a very large force. Believing that his force was not sufficient, he left them, and repaired alone to Van Buren, where he demanded the surrender of the Sheriff of Clark—this was denied. Since then, Gen. Willock has repaired to Clark county, with a small force, and would have proceeded to Van Buren, but it was understood that Mr. Gregory, the Sheriff, had been removed to some other jail, within the territory of Iowa. The town of Van Buren is, we believe, within the disputed territory.

Gen. Willock was, at the latest dates, waiting the meeting of the county court of Clark, which was to meet last Monday, when a deputy sheriff would be appointed. When this was done, it was his design to proceed to the disputed territory, and enforce payment of the taxes, and if resistance was offered, he intended to carry out the order, even if he had to call out his own, and other divisions of the militia. It was reported that a large body of men were concentrated by the order of the Governor of Iowa, in the disputed territory, to resist the collection. These are the latest reports, and from the source we derive them, we believe they are substantially true. It is every way probable that a collision will ensue, as the excitement is becoming very intense and gradually extending over a much larger portion of the people of the State and territory.—*Ibid*, Dec. 7.

GLYNN SUPERIOR COURT.—A session of the Superior Court of this county, Judge Henry on the bench, was held in this city last week.

The case of the State vs. R. E. Hooe, was finally disposed of by *nolle prosequi*, entered by the Solicitor General. The counsel for the defendant did not assent, nor would they oppose the motion. In behalf of their client, they were earnest in their demand for trial, and would have asked at the hands of the jury the verdict of malicious prosecution. The issue is certainly a triumphant one, so far as Mr. Hooe is concerned.—*Brunswick Advocate*, Dec. 10.

FRIGATE UNITED STATES.—This noble frigate sailed from this port several weeks since, under the command of Capt. Lawrence Kearny, a gallant officer, whose name is often mentioned with praise in the annals of our naval warfare—it being understood that she was to touch at New York, take on board Com. Ridgely, and proceed to the Brazils. When she left Boston, she had on board her full complement of men, and was furnished with provisions and munitions of war for a three years' cruise—besides which the ship has been thoroughly repaired in hull, sails, and rigging, and was, in every respect, ready for sea service. In entering the harbor of New York for this singular purpose, she was nigh being lost—having struck on the bar previous to taking a pilot, while standing off and on—and afterwards having rubbed on the Romer, or some other shoal, while in charge of the pilot—but it being fortunately flood tide, the ship did not receive any apparent injury.

The ship, by the last advices, had hauled to the navy yard for some purpose not stated—and how much further detention may be considered necessary, before she proceeds on her voyage, it is difficult to predict.—*Boston Mercantile Journal*.

It is rumored here that the frigate United States in crossing the bar at New York thumped very severely, and that a survey was ordered to ascertain the extent of the damage. If the frigate were ordered here, she could be put into dock forthwith; and, if found defective, might be repaired at leisure—the Potomac taking her place and instantly departing for sea.—*Norfolk Beacon*.

Selected Poetry.

From the Baltimore Sun.

WEST POINT.

I never will forget thee! Beautiful
West Point, thou didst appear before my eyes,
As, at the golden hour of eve, I sail'd
On Hudson's deep, clear stream.

I see the still!

Slowly I climb thy rocks precipitous:
A moment now erect, stooping again
Even to earth, and holding by the branches
Of overhanging trees to aid my progress
Yet upward. The toil is past. On thy green
And sacred plain, West Point, scarce breathing, now
I stand! Around me are the mountains,
That, frowning, rise even above the clouds;
Their sides quite cover'd with luxuriant trees,
Clad in the dress of Autumn—gay appearing
As the departing sun shines full upon them.
Dark vales are seen, and cultivated fields,
With here and there the peasant's white-wash'd house;
And, on the very summit of a mount,
Its gray, irregular walls, Putnam rears.
Time honor'd fort! In such an hour as this,
'Tis sweet and sad to roam thy ruin round—
To think on those who once were here—now dead—
Liberty's soldiers! Still the cell is shown—
Damp, dark, and cold—in which a prisoner,
A few sad days, the gallant Andre pass'd—
That cell from which death only set him free!

Now, look down,

Far—far where Hudson rolls its silv'ry waves,
Onward in silence. See the swelling sails
Of graceful barks that deck the winding stream.
Hark! music, martial music, fills the air!
And ev'ry mountain echoes the sweet sound.
Oh! is there one with soul insensible
To strain like this! I hear it, and I feel
Myself exalted.

But, look!—from yon encampment on the plain,
Marches, firm and slow, the "Band of Brothers."
Three hundred youths are there—sons of the free—
Their country's chosen! Regular that line,
And gay, and beautiful.

Farewell! The "star of day"

At last behind the mountain disappears.
The "evening gun" is fired. Night veils the scene.
Nov., 1839. WILFRED.

WASHINGTON CITY,
THURSDAY, DECEMBER 19, 1839.

A small volume, entitled "Hints to Young Generals, by an Old Soldier," has lately come into our possession, and seems to contain some good advice, though possibly nothing new to the present generation, in principle or application. The work is anonymous, but ascribed, no doubt correctly, to Gen. ARMSTRONG, formerly Secretary of War, who has a claim to the title of "an old soldier," from having served in our Revolutionary war.

To diversify the matter of our pages, we shall introduce an extract occasionally, as we can make room, and commence with the first section.

Not being versed in military matters, we pretend not to express an opinion upon the soundness or unsoundness of the advice given in these "Hints." Men who are capable of judging will form their own estimate without our aid.

This work is dedicated to the "American Military and Philosophical Society," the existence of which must be in the recollection of officers yet living.

The military profession in this country has been so poorly encouraged, that but little inducement is held out to devote exclusive attention to it. To this may be ascribed, and not to the want of an *esprit du corps*, the absence of any association composed of army officers. The small numerical force of our army, since 1821, and its scattered positions, are adverse to the formation of societies, whose success and usefulness depend upon union and concert of action.

The distrust of military men, so prevalent among politicians who hold out the idea that they are dangerous to the safety of a republican form of government, it might be supposed would long since have yielded to the light of reason and experience. It has proved an expensive notion, for it has led to the reduction of the army far below the actual wants of the country; and when its physical strength was inadequate to the simultaneous protection of remote and exposed portions of the frontiers, recourse was unavoidably had to militia—always expensive and inefficient, for reasons over and over again explained.

Should any one harbor the thought that a soldier eats the bread of idleness, a few days' experience in a garrison would convince him of his error.

If there be any among us who still entertain this delusive notion of the dangerous tendency of military bodies, the question might with great propriety be put to them—'who are the officers of our army?' Are they not our fellow-citizens, bound to us and to our common country by ties of consanguinity and marriage? Have they not as great a stake in the perpetuity of our free institutions as we have?—and have they any thing to gain by a change in the form of government? For one soldier who has fought against the liberties of his country, you will find one thousand who have bled in their defence. It is a libel upon the profession to suppose, for one moment, that a soldier is less patriotic than his fellow-citizen

in civil life. Their very calling superinduces a love of country, and their devotion to it is too often manifested at the sacrifice of life itself. Our country has had but one Arnold, while its Warrens, Montgomeries, and Pikes, have been countless.

If we object to a military body, because of its power to do harm, we might with equal or greater propriety refuse the use of those great engines of power, fire and steam, because when they get the mastery over us they are destructive.

When we took up the pen to introduce this little work to our readers, we had no idea of being led into a dissertation upon military men and matters in general, but have been per force led into this train of reflection by that most ominous of all cries to an editor's ears—'more copy.'

The Report of the Librarian of the Georgia Historical Society enumerates, among many others, the following additions which have been made to the Library, since the last meeting of the society:

A box made from the keel of the ship Endeavor, in which Capt. Cook first circumnavigated the globe, with affidavits and other papers establishing its identity; presented by M. H. McAllister, Esq.

A musket formerly the property of Paul Jones, and used by him in the action with the Serapis. It was presented by him to Dr. Franklin, from whom it descended to his grand-son Lewis Bache, Esq. of Penn., who bequeathed it to his nephew Andrew A. Harwood, U. S. N., with documents, &c; presented by Lieut. A. A. Harwood.

A pair of snow-shoes, formerly belonging to Gen. Putnam, with documents, &c.; presented by Col. T. Verstelle.

A medal, struck by order of Congress, in honor of Gen. Nathaniel Greene, for his services in the South, in the campaign of 1781, presented by A. G. Oemler.

HORNED FROG.—We have seen a living specimen of this animal or reptile, whose existence was many years ago strongly doubted. The body resembles that of a frog, and is about the same size, but the skin is like that of the lizard—scaly—and it has a tail, half as long as the body, tapering to a point. It was in rather a torpid state, our climate being too cold for it. This frog was brought from Fort Towson, by Lieut. WILMOT MARTIN, of the 3d infantry, as a present from an officer stationed there to Col. Hook. The Colonel is so general a favorite in the army, and withal so fond of collecting curiosities, that his brother officers take pleasure in sending him liberal portions of what they gather during their adventures in remote regions.

A very severe storm was experienced at Boston, and in its vicinity, on Sunday last; its effects were disastrous to the shipping in port, and it is to be feared that those at sea approaching the coast have suffered also. Among other damage sustained, it is mentioned that the sloop of war Concord broke from her fastenings at the wharf, in the navy yard, and drove against the Columbus, 74, damaging both vessels.

What measures will engage the attention of Congress during the present session, it would require more than a seer of old to divine. We trust that the discussions to which political questions will give rise will not be so absorbing as to preclude all consideration of the defences of the country—its army and navy. Both need further legislation, but it should be of that comprehensive kind that is adapted to future as well as present exigencies, and not limited to the demands of the moment.

A prudent man lays in his stock of fuel and provisions for the winter. Our departments provide beforehand by contract for the wants of the force authorized by the laws and appropriations; but our legislators postpone until the danger is actually at our door that increase and organization of our military strength, which, in the opinions of men of experience, are indispensable to our protection and security.

If we look to our fortresses on the sea-board, there is not one in a position to resist successfully the hostile attack of a sloop of war; and if we enquire where is their appropriate garrison, the artillery, we learn that three-fourths are scattered along our inland frontier, and the other fourth combating against savages and more fatal pestilence, in Florida.

If we turn our attention to the inland posts, we find that many of them are either entirely abandoned, or their garrisons so small as barely to suffice for police duty. Posts capable of accommodating a whole regiment, contain one or two companies only.

Let us cast our eyes abroad, and see how our commerce is protected. On none of the foreign stations have we a sufficient force, should any exigency arise requiring the display of strength to punish aggression; and we probably owe our safety more to the terror inspired by the American name, than to the presence of the power, with a manifestation of the will, to resent injuries. Our squadrons are commanded by officers of a grade, assigned by other governments to the command of single ships. With the proportions of a giant we exhibit the habiliments of a dwarf.

We need in our legislative halls men of enlarged and comprehensive minds, superior to the paltry considerations of personal popularity at home, and spurning the effect which any and every measure may produce upon party supremacy. We are becoming a nation of office-hunters, and the thirst for public employment is daily drawing men from useful and honorable pursuits to seek for that pittance at the public crib, which some more hungry and fortunate applicant may ere long snatch from them.

The November number of the Knickerbocker was late in reaching us, but its tardiness is compensated by the sterling merit of its articles. This work and the Southern Literary Messenger take the lead among our periodicals, and adopting the opinions of the press as a criterion, it would be difficult to judge which bears the palm. Both are creditable to the literature of our country; and the liberal manner in which they are supported, shows that our citizens are not devoid of taste.

COMMODORE RIDGELY.—The tributes of respect offered to this officer, on leaving a command which he has held for several years, evince the regard entertained for him by those who have served under him; and his selection by the Department to fill a highly responsible command on a foreign station, shows the estimation in which he is held by his official superiors.

We have copied from the New York American the letter addressed to him by the officers on the station, and his reply; and have the pleasure to add the resolutions adopted at a meeting of the members of the Naval Lyceum, a copy of which has been furnished to us. Commo. R. has been the President of the Lyceum ever since its formation, and to his zeal and intelligence is it indebted for much of its elevated character.

We expected to have presented to our readers, ere this, an extract from the President's Message, and the Reports of the Secretaries of War and the Navy; but the unprecedented delay in the organization of the House of Representatives has prevented the delivery of the Message. Nearly three weeks of the session have elapsed, and the officers of the House are not yet chosen; nor is there a probability, according to present appearances, of the organization being completed during the present week. We hope to be able to lay before our readers, in our next, so much of the Message as relates to Army and Navy affairs, and shall follow it by the Reports of the Heads of Departments, and such of the sub-reports as are of interest.

VIRGINIA MILITARY INSTITUTE.—We published, not long since, an account of the organization of the Institute, with a list of its officers, at the head of which is FRANCIS H. SMITH, late of the U. S. army. We now present a resolution, passed recently by the Board of Visitors, in which the names of two officers of our army are honorably mentioned.

At a meeting of the Board of Visitors of the Virginia Military Institute, held at Lexington, Nov. 13, 1839, the following resolution was unanimously adopted:

Resolved, That the thanks of this Board be and are hereby presented to Gen. ROGER JONES, Adjutant General of the U. S. army, and Captain A. MORDECAI, of the U. S. Ordnance Corps, for the assistance which they have politely rendered in furthering the organization of the Institute, and that they be respectfully invited to attend our examination on the Thursday before the third Thursday in June next.

TESTE: C. P. DORMAN, *Act'g. Secretary.*

The Philadelphia United States Gazette mentions a rumor, that a Naval General Court Martial was to be convened in that city, and enumerates among those to be tried, Commodore BALLARD, and several officers of the Exploring Expedition, who have been arrested and sent home by Lieut. WILKES.

So far as the rumor relates to Commodore BALLARD, it cannot be true, for that officer has just been ordered to the command of the Baltimore station, which is strongly presumptive evidence that there is no design to bring him to any trial.

The officers who have returned from the Exploring

Expedition could not possibly be tried, owing to the absence of witnesses. One of these officers has lately received orders to the West India squadron.

APPOINTMENT BY THE PRESIDENT,
By and with the advice and consent of the Senate.

Robert R. Reid, to be Governor of the Territory of Florida, in the place of Richard K. Call, superseded.

Commander CHARLES STEWART McCauley has been promoted to the rank of Captain in the navy.

Correspondence of the Army and Navy Chronicle.

ST. AUGUSTINE, E. F., Dec. 2, 1839.

SIR: The negro boy Damond, the mail carrier, who was taken prisoner by the Indians last Monday, has just come in. He states that there were only two Indians in the party which wounded Capt. SEARLE, and that after committing the murders on the road to Picolata, they joined two others about 50 miles south of the place, where they all appeared to be rather permanently encamped in a hammock. The boy says that he was treated with the greatest brutality by them, being compelled to carry their baggage, and travel at a rapid rate. About four days after he was taken, three of the Indians fell asleep, leaving an old Indian up, mending his moccasins, who could talk a little English, and whom the boy made believe that he was very contented with his situation, and obtained permission from him to go out and hunt acorns. So soon as the boy lost sight of them, he ran his might, and made his escape, and arrived here very much abused, indeed, from the treatment which he had received from the Indians, as well as the fatigue he underwent in making his escape.

Col. HARNEY has ordered a detachment of dragoons and volunteers immediately to the spot where the Indians were encamped, where they will probably find no Indians, as they will anticipate our movements since the escape of their prisoner, and leave their camp. I assure you that the utmost exertions have been made to apprehend the Indians in this part of the country, but to no avail, as they go in parties of only two or three, and keep close to the swamps and hammocks.

Col. HARNEY leaves here to-morrow for Cuba, per Wm. Gaston, for the benefit of his health; Lieut. J. M. Ketchum, of the 3d artillery, is also going there for the same purpose.

ARRIVALS AT WASHINGTON.

Dec. 12—Lt. James Glynn, navy,	Gadsby's
14—Capt G. F. Lindsay, A. Q. M. C.	Mrs. Peyton's
15—Maj. R. L. Baker, Ordnance,	Mrs. Ulrich's
Lt. W. Martin, 3d Infy.,	Fuller's
16—Maj. R. Delafield, Corps Eng'rs,	Mrs. Ulrich's
17—Lt. L. A. B. Walbach, Ordnance,	Fuller's
Lt. A. P. Allen, Top. Engr's,	do
Capt. T. Green, A. C. S.,	Col. Hook's
Asst. Sur. W. S. King, army,	Brown's
18—Major Gen. W. Scott,	Bilder's
Surgeon N. S. Jarvis, army,	Fuller's

LETTERS ADVERTISED.

WASHINGTON, DEC. 15, 1839.

ARMY—Captain W. W. S. Bliss, Major S. Churchill, Gen. A. Eustis, Lieut. Fremont, Dr. C. M. Hitchcock, Lieut. Geo. Thom, Captain D. H. Vinton.

NAVY—Lieut. H. H. Cocke 2, Dr. J. M. Foltz, Capt. Josiah Tattnell.

MARINE CORPS—Lieut. A. H. Gillespie, Lieut. F. C. Hall, Lieut. Lafayette Searcy.

PHILADELPHIA, Dec. 15, 1839.

ARMY—Captain J. A. Phillips, Dr. Simpson, Sergeant W. R. Read.

NAVY—Dr. Barrabino, Dr. Robert Barry, Commodore W. Ogden, Purser F. A. Thornton.

PASSENGERS.

NEW YORK, December 10, per ship Alabama, from New Orleans, Lieut. Wilmot Martin, 3d inf'y U. S. A. NEW ORLEANS, Nov. 29, per schr Victoria, from St. Augustine, Lieut. B. Board, Sergeant Griffith, and 10 U. S. soldiers, with 48 Seminole Indians. Per steamer Cinderella, from Little Rock, Capt. J. W. Cotton, of the army.

Communications.

FLORIDA WAR.

In the multitude of schemes that have been proposed for finishing this harassing war, each and all may contain some ideas that might assist in maturing a plan for accomplishing so desirable an object. It is with this view that the subjoined extracts of a letter from one officer of the army to another are submitted, as probably in this way, more than in any other, they would be likely to draw attention.

Dec. 13, 1839.

MY DEAR —: I have been thinking of the melancholy fortunes of the many gallant men whose lives have been blotted out in Florida, without a hope of present advancement or future fame to cheer their hearts up in the discharge of their duty. In the existing state of the war, I believe that a fair field is open for acquiring both; and I am so confident in my plan, that I am sure I could get a sufficient number of our young officers to volunteer to carry it out with me. What would you think of addressing a memorial to the Secretary of War, something like this: The causes of all our failures are obvious.

First. The employment of these hordes of militia. They never have been, and they never will be, worth their salt. The letters of General WASHINGTON to the Revolutionary Congress on this point are absolutely pathetic. In Florida, they have constantly refused all the hard labor, incident to a campaign, as not "in the bond." They volunteered to fight, and not to work, they have always said; but when it came to the scratch, they did not think it right to expose their best blood, in a contest with a d—d pack of savages.

A second cause is, that being obliged to use this kind of force, commanders have always moved with large and unwieldy masses of men. You might as well set a terrapin to catch a rabbit, as a division of our army to follow a Seminole. We have generally had 1,500 or 2,000 men, with wains and equipages, dragging "their slow length along;" bridging streams and making roads, and hardly accomplishing from ten to fifteen miles a day. And even at this rate, we have never been able to keep the field for any length of time, from a want of provisions.

Now I think that all these causes of failure might be obviated; and I firmly believe that, with a single regiment, I could close the war in one winter. I would propose to raise a regiment to consist of two battalions of 400 men each. Each battalion should consist of

Mounted men, armed with double-barreled	
fowling pieces, for buckshot,	50 men.
Riflemen, armed with yagers,	100 "
Infantry, armed with muskets and bayonets,	150 "
Infantry, armed with double-barreled guns,	100 "
	— 400

The mounted men would be useful in the flanks and would take in a wider range of country in searching for trails; and the riflemen, where long ranges and accuracy of aim would be required in skirmishing. I have great confidence in the double barreled gun and

In practising my company at a target, in *med.*, taking each man out by himself, with a deliberate aim, with the musket and ball, the average number of shots that took effect at all on the size of a man, at fifty yards, was *one in ten*. With eighteen buck-shot, not *one shot in twenty*, at the distance of 100 yards, *failed to take effect*. Besides, you can cover a man as quick as you would a bird. All the southern deer-hunters use the double-barreled gun, on horseback. We want some bayonets for a charge. Belts and cartridge boxes should be thrown away; they are very cumbersome in the bushes. Instead, I would have the old fashioned pouch and horn or flask, and the buck-shot made up into blocks with cotton cloth, so as not to wear out or spoil with wet.

For the dress, I would have two flannel shirts, trousers as at present, a buck-skin hunting shirt, leggings, and moccasins. The track of a moccasin would not be readily known by the Indians from their own; the hunting shirt would last, be warm enough, and not so easily distinguished as the blue jackets. The leggings would be great for going through the palmettos, saw-grass, &c. Under the arms of the hunting-shirt, I would have something like a life-preserver sewed in, which could be inflated in coming to a stream, and carry one over like a duck. A single blanket and one flannel shirt are all that I would carry in the knapsack.

For provisions: I would grind or pound finely the hard bread now in use for the troops; and packing it tightly, have it sealed up in small tin canisters. In this way, it would not occupy one half the space it does now, and would be preserved from all effects of the weather. Loaf sugar, packed up in the same way, and a little bacon, would be the only kind of subsistence I would take into the field. In this way, a small number of well broken pack mules would be the only train required to enable us to keep the field for thirty days, in a close pursuit, and the mules would subsist themselves on the grass of the country.

To make a regiment, organized as above, effective, it ought to be created at once, the officers should spend this winter in enlisting the men; and they ought to be brought together early in the spring, so as to have until next October to bring them into line. By taking them into the pine barrens of New Jersey, and training them, like race horses, from the walk to the run, I would engage to make them march forty miles a day, and laugh at it. They could be made hardy as the Indians themselves; would go as light, and would have no women and children to bother them.

In looking at the number of Indians now in Florida, I think 400 men amply sufficient to take care of themselves any where; a larger body would be unwieldy. One battalion should therefore operate on the east side of the peninsula, and the other on the west. They would, of course, have to receive orders from the Commanding General; but it would be ruinous to have them interfered with by any one else. Of course the posts along the Atlantic, St. John's river, and the Gulf, would have to be *slightly* garrisoned and provisioned, as points whence to draw occasional subsistence, and where to deposit the wounded.

Every person really acquainted with the country must know that Mr. BENTON's plan is a humbug. Because the settlers flocked to the valley of the Mississippi with arms in their hands and occupied the country, it is folly to argue that they may be induced to do the same in Florida. There is no fatness of the earth in this God-forsaken Territory, to invite poor men to industry and enterprise. The portion not absolutely barren, is made up of swamps and hammocks, requiring large capital to drain and clear

them, and will be cultivated (if ever) by the rich slave-holder. The armed occupant will eat Uncle Sam's rations while he can draw them, and stay while he has troops to defend him; but when these cease, he will be seen to leave his card with a T. T. L. In the foregoing sketch, I have doubtless left out many details.

INCIDENTS IN FLORIDA.

By our last accounts, we have the gloomy intelligence that Captain SEARLE, A. Q. M., cannot live more than twenty days. Another sacrifice, for which all to be gained by the war with the Seminoles will bear no comparison. Thus, while the most valuable lives are being sacrificed, we see no sympathy manifested by our fellow citizens of the *United States*!!

Scenes frequently occur in Florida, which would not figure badly by the side of some of the stirring incidents of our novelist, COOPER. For instance: a few days since, two men left this place for Newnansville, in two separate carriages; one of these men with his wife, the other with his sister, who had come from the land of her nativity, in New England, in search of health. Of a delicate constitution she was entirely unfitted to encounter any fatigue or hardships. They stopped at a house about seven miles from this place, and the last of the settlements until you reach Fort Harlee, about twenty-seven miles from here, to obtain some refreshments, and rest their horses. The gentleman who had his wife with him started some short time before the other man, and thus got out of sight of him. After travelling some time without overtaking their friends, and night approaching, they urged their already jaded horse forward, in the hope of coming up with them. The conviction at last came forcibly upon their minds, that they had taken the wrong road and were lost. Gloomy darkness finally surrounded them, and they found their horse worn out and scarce able to travel. Their horror was now increased, by perceiving, at a short distance from them, a party of Indians with torches of pine knots, "fire hunting."

What shall I call the individual who had thus brought this delicate lady into such imminent danger? Man he was not, as will be seen in the sequel. He stopped the carriage, and under the pretence of reconnoitring the enemy, *deserted* his sister, and precipitately fled. Soon, either suspecting the reality, or from excessive fear, she left her seat and fled, she knew not whither. After running until she was almost exhausted, she found herself overcome by fatigue, wrapped her cloak around her, and threw herself upon the ground. Soon that sweet restorer of nature, sleep, buried her fears in oblivion; and here she lay until morning, when she arose, and looking around her, saw nothing but the tall towering pine, as far as the eye could reach. She was still in the road, and now concluded she would retrace her steps. Finding herself too feeble to carry her cloak farther, she hung it upon an adjacent bush. As might be supposed, she soon returned to the spot where she had left her carriage, and judge of her delight when she perceived the horse standing where she had left it. She now endeavored to turn it round, but finding some difficulty, and her fears recalling the dreadful apparitions of the previous night, she resolved to attempt a return to the house they had left the afternoon before, on foot.

We will now leave her, to follow the adventures of an officer, travelling from one of the interior posts, with a small escort. After leaving post No. 11, and travelling about half a mile, he perceived, to his utter astonishment, a lady's fine broadcloth cloak hanging on a bush. The conclusion immediately was, that the enemy had committed some other vile atrocity, and thus boasted of it. I have myself seen the most wanton destruction of clothing thus left by the Indians in a boastful manner. Search was immediately ordered, and an express sent back to the commanding

officer of the above post, to turn out his whole command. He soon made his appearance, accompanied by one of his subalterns. The officer who first made the discovery, and who was the senior, ordered an extensive search to be made, and then proceeded on his journey. His astonishment was soon increased, when he came to a fine horse and carriage, containing many indications of having been occupied by a delicate female. He endeavored to turn the vehicle around, but finding some difficulty, satisfied himself with making a report of the fact, to the officer ordered to make the search, and again pushed on. He now found in the road the print of a small foot, travelling in the same direction. Urging his horse forward as fast as possible, he soon overtook a lady, who, when she perceived such friends approaching, raised her hands towards heaven, and burst into a flood of tears. The officer, perceiving her distress, sprung from his horse just in time to save her from falling to the ground, for she now fainted. After reviving, she exclaimed: "Oh, where is my poor brother? Gentlemen, excuse me. These are the first tears I have shed during this sad affair." One of the escort replied to her inquiry, 'where is my poor brother,' with just indignation at his dastardly conduct, "I hope he will never be heard of." This was in such a low tone, however, that, as was intended by the gallant trooper, it did not reach the lady's ear. The lady was now mounted "*à la croupe*," on one of the gentlest horses in the troop. The officer would doubtless have claimed this honor himself, but that his horse was too fractious. They now moved on with as much pride, doubtless, swelling the breast of each individual, as if a battle had been fought, and of course victory won over the treacherous Seminole.

Thus it will be seen that we live in this distracted, unfortunate country, in a state of constant excitement. Almost every day brings information which, in ordinary times, would fill volumes of interest, but which now, like the morning cloud, and the early dew, "appear but to vanish away, and be forever forgotten."

I will now close by adding that the poor creature, who in this strange adventure behaved in so dastardly a manner, I have learned, since penning the above, has reached Fort Harlee, and was picked up in the woods, his clothes almost torn off his back. When first met, he exclaimed, "Where am I, and where have I been? Am I crazy?" He must have suffered a good deal, but sympathy's voice will scarce whisper in his behalf.

GAREY'S FERRY, E. F., Dec. 5, 1839.

COMMO. RIDGELY, AND THE NAVAL LYCEUM.
U. S. STEAMER FULTON,
New York, Nov. 21, 1839.

SIR: I have been instructed to transmit to you the enclosed resolutions, unanimously passed at the last regular meeting of the Naval Lyceum.

In fulfilling the duty thus enjoined upon me, I take great pleasure in bearing my individual testimony to the truth and spirit of the sentiments expressed by these resolutions.

The Naval Lyceum was founded and has grown to its present flourishing state during your command of this station; and to your personal exertions, and liberal policy, in reference to its progressive advancement, the institution owes much of its extraordinary success. With great respect, I am, dear sir, your obedient servant,

M. C. PERRY,

1st Vice President U. S. Naval Lyceum.

Com. CHAS. G. RIDGELY,
President U. S. Naval Lyceum, Navy Yard, N. Y.

Resolved, That the members of the Naval Lyceum deeply regret the separation from them, of Commodore Charles G. Ridgely, who has been so long and happily associated with them as President of the Institution.

Resolved, That the Naval Lyceum is under many obligations to Commo. Ridgely for his great liberality towards the institution under all circumstances, and the

fostering interest which he has manifested at all times in its advancement and usefulness; extending to it every facility consistently with his public duty.

Resolved, That the members of the Naval Lyceum take leave of Commo. Ridgely with the most friendly feelings of regard, and assure him of their sincere desire for a continuance of his happiness and welfare.

Resolved, That the First Vice President be requested to communicate these resolutions to Commo. Ridgely.

NEW YORK, NOV. 26, 1839.

MY DEAR SIR: The resolutions passed by the members of the Naval Lyceum on the 19th instant, and transmitted to me by you on the 21st instant, I have received for several days. The multiplicity of business that has necessarily accumulated by the preparations I am making for the resignation of my command on this station, and assuming another, which is to separate me for some years from my brother members will, I hope, be received as an apology for not having replied to it earlier. It is always gratifying to be assured of the regard and esteem of those I have been so long and so intimately associated with, but in this instance it is particularly so. The situation of President of the institution, which devolved on me by the rules of the Association, was entirely a novel one; and to have received the unanimous approbation of my associates from the commencement of the institution, in 1833, to the present date, is so much more than I had ever to expect, that I am at a loss for words to express my gratitude. Will you, my dear sir, assure each and every member of my sincere friendship and esteem, and of my disposition and determination to promote in every way possible our Naval Lyceum, an institution which may be considered now almost in its incipency, but which must rise up and take its position alongside of any other of the kind in the country, when in the care of my brother officers, who have already done so much for it.

For the happy, kind, and friendly manner you have expressed in conveying to me the resolutions of the members, I pray you to accept my warmest acknowledgments. Permit me to bid you all farewell.

CHARLES G. RIDGELY.

Capt. M. C. PERRY.

Domestic Intelligence.

FLORIDA WAR.

ST. AUGUSTINE, Dec. 5.--The negro Damon, mentioned in our last as taken off by the Indians, returned to this city on Sunday morning. He states that as he was riding through Long Swamp at a brisk pace, he came suddenly upon Mr. Weadman's wagon, and thinking all was not right, was turning his horse round, when two Indians sprung into the road, seized his bridle, and forced him off. They took him to the wagon, where one of them struck the boy Bartolo with the butt end of his rifle until he appeared dead. The volunteers were now heard coming, when the Indians gathered up the plunder and retired with the horses about one hundred yards into the swamp, where they remained until the volunteers had gone off with the bodies. They then loaded the horses and went north about a mile, thence west to a point where they had some dried meat, and turning south came again upon the Picolata road, and crossed it. They soon struck another swamp, where they stopped, tore up the letters and made pouches and straps of the mail bag. Resuming their journey south about nine miles from this they came to the Tomoka road, where two other Indians joined them, and continued to Tomoka river, upon an island in which they had tarpaulin tents, two squaws and a child. On Saturday there was rain. One of the Indians went south to bring their friends, intending to return before long. Soon after another Indian fell asleep, and Damon, on pretence of getting acorns, strayed off from their fire, swam the river and escaped. Tomoka river is about 50 miles south of this.—*Herald*.

ARMY MOVEMENTS.—Gen. TAYLOR arrived at St. Marks on Thursday last, from Tampa. Two companies of troops also arrived from Cedar Keys, making an addition to the force in Middle Florida of five or six companies within the last fortnight. Gen. T. intends, we understand, to commence operations immediately with the force at his disposal, and proposes to drive the Indians from the settlements, and give protection to the frontier as far as possible. We hope he may be successful, although we fear that the troops are too few in number to effect much.—*Tallahassee Floridian*, Dec. 7.

Colonel HARNEY left us this morning in the Win. Gaston, for Havana, via Key West. The state of his health renders a voyage to Cuba necessary. The army loses for a season, and we trust a short one, the services of a most efficient and energetic officer.

Bvt. Maj. Ashby, with 100 dragoons, is busily engaged in scouring the country south of this.

Captains B. Beall and Howe arrived in town this morning with 100 dragoons on foot. They have been scouring the swamps between this and Picolata. No "signs" were discovered.—*St. Augustine Herald*, Dec. 5.

Commodore Shubrick, with his family, arrived in this city yesterday, in the steamer Champion from Pensacola.—*Mobile Register*, Nov. 26.

The United States schooner FLIRT, under command of Lieut. J. THOS. McLAUGHLIN, got under way on Sunday morning and went down the river in handsome style. She is a beautiful vessel of the true Baltimore mode of building and equipment, and will proclaim her origin wherever seen. The Flirt is bound to Florida. The following is a list of her officers:—*Baltimore Chronicle*.

J. T. McLAUGHLIN, Lieut. Commanding.

M. Lewis, W. S. Drayton, H. H. Lewis, C. R. P. Rodgers, J. C. Henry, Passed Midshipmen.

E. L. Winder, Midshipman.

H. D. Taliaferro, Assis't Surgeon.

John W. Marshall, Captain's Clerk.

G. H. Terrett, 1st Lieut. Marines.

We are gratified to learn that our townsman, CHAS. DABNEY BRODIE, Esq., formerly employed in the U. S. naval service as an architect, has received the appointment of Chief Naval Constructor for the Texan navy. Mr. Brodie's talents and experience in his profession amply qualify him for that high and responsible station in the new Republic.—*Norfolk Herald*.

NAVAL APPOINTMENT.—We are gratified to learn that Com. HENRY E. BALLARD has been appointed to the command of the Baltimore station in place of Com. JONES, resigned. Com. Ballard is a native of this city, and, as we are informed, intends to make it his future residence. His coming among us will be heartily welcomed by his numerous friends. Com. B. has seen much service and is an excellent officer. The selection is a good one, and will, we doubt not, give general satisfaction.—*Baltimore Post*.

ARRIVAL OF THE TEXIAN BRIG OF WAR COLORADO.—Last evening, the Texian brig of war Colorado, 16 guns, bearing the broad pennant of Commodore Moore, commander-in-chief of the Texian navy, arrived here, and anchored a mile below the Narrows. She sailed from the South West Pass, below New Orleans, at 5 o'clock on the morning of the 20th ult. On the night of the first inst., when about 150 miles from New York, she took a gale of wind, which lasted four days, blowing N. N. E., then N. and then N. W. In 11 days they had only one observation. Yesterday morning at 2 o'clock, she took a pilot, and was anchored before sundown below the Narrows. Commo-

dore Moore came ashore at the Narrows, and reached town by land last night at 7 o'clock.—*New York Herald*, Dec. 10.

From the Albany Daily Advertiser.

At the annual election of the Albany Military Association, held on Monday evening last, the following persons were chosen officers of the Association for the ensuing year:

Lt. Col. PETER RELYEA, jr., President.

Adj't Gen. RUFUS KING, 1st Vice President.

Col. JULIUS RHOADES, 2d do do.

Col. C. TEN BROECK, Auditor.

Maj. S. VAN VECHTEN, Judge Advocate.

Capt. B. P. WATROUS, Secretary.

Maj. ASA FASSETT, Treasurer.

Capt. CHAS. VAN ZANDT, Adjutant.

DEATH OF MAJOR LYTLE.—We observed by accident, the other day, under the ordinary obituary head, a record of the death of Major LYTLE, of the U. S. army. Major L. has been an active and gallant officer in the Florida wars, and is another victim to that painful and disastrous service. He has, from time to time, during the earlier part of the war, given us the most heart-rending descriptions of the sufferings endured by both officers and privates in the Florida campaigns, arising from the character of the country and the poisonous climate. The service of scouring the swamps and jungles, in chase of the Indians was terrific; not so much from danger of the foe, as from the physical debility of the men, superinduced by the climate, and from the apprehensions of the soldiers of the fangs of poisonous serpents. Major L. has assured us that the soldiers in a hammock were in much greater dread of the insects, and the moccasin snakes, than they were of the Indians. The deceased was a brother of the Hon. Robert Lytle, of Cincinnati. He had relations in the city, and having repaired to Washington, a few months since, to settle his accounts, being very feeble, and, as his physicians said, past recovery, he came here to die with his friends. He was educated at Union College.—*New York Com. Advertiser*.

Correspondence of the New York Express.

UNITED STATES SHIP OHIO,

At Sea, Nov. 1, 1839.

Our ship is now in the Atlantic, within a day's sail of Gibraltar; and, as it is possible we may soon have an opportunity of sending letters to the United States, I will endeavor to be prepared with one for you.

We sailed from Mahon the 5th of last month, and arrived at Gibraltar on the 15th. We found there at anchor in the Bay, the Neapolitan fleet, (consisting of one ship of the line, three frigates, and a gun brig) and a large Dutch frigate, with which we exchanged a salute of 13 guns. The Neapolitan ships shortly got under way and stood out to sea. We remained at Gibraltar only about twenty-four hours; at the expiration of which we passed out of the Straits, with a fresh easterly wind, having in company a large fleet of merchantmen. In a few hours we had outsailed the whole of them; but the next day the wind came round ahead, and four of these merchant vessels outsailed the ship. Those who know any thing about such matters, say that the Ohio sails very fast with the wind abeam or on the quarter, but when "close hauled," does not equal the expectations which had been formed concerning her speed.

On the 23d ult. we were off Madeira, and on the 25th we were off Teneriffe. The ship did not come to anchor at either of those places; the Commodore distrusted the anchorage, yet we saw many merchant craft riding there in apparent safety. Among others was a beautiful Baltimore-built brig, which had been detained by our Consul at Teneriffe under the suspicion that she was a slaver. The suspicions were occasioned, as I understand, by her having both Span-

ish and American "papers"—by having a larger number (36) of men than was considered necessary for a peaceable trader—as well as by her having what is termed a "slave deck," large boilers, and large water tanks, sufficiently large for the accommodation of a load of slaves; yet her captain explains most of these appearances. A portion of his crew are "passengers" and the watertanks, &c. have been taken "on freight."

It is said that this vessel, named the "Two Friends," sailed from New Orleans to Havana, and there took on board a cargo of goods and two or three merchants, with whom she proceeded to the coast of Africa; that she there landed her goods and merchants, and left the coast for a time because there were so many British men of war there as to prevent her taking her cargo of slaves on board. She came to Teneriffe, and was detained by our Consul. She has been claimed by the Spaniards as being the property of Havana merchants, and she is now in the hands of the Governor of Teneriffe, who has made a representation of the whole matter to the Spanish Government. It is impossible to say how this affair will terminate, but it is feared that, although there is not the slightest doubt of this vessel's being a slaver, she may still go clear for want of sufficient proof or sufficient prosecution.

Since leaving Mahon, our cruise has not been as pleasant as might have been. I doubt not that it would have been agreeable to many of our officers to have visited both Teneriffe and Madeira, yet no liberty was given to any one to go on shore, except the Purser, Surgeon, &c., but they went on duty.

I give you a list of our officers belonging to this ship, viz: *Commodore*, Isaac Hull; *Captain*, Joseph Smith; *Lieutenants*, G. J. Pendergrast, S. Mercer, S. F. Dupont, Wm. L. Howard, J. S. Missroon, R. B. Hitchcock, S. F. Hazard, J. F. Miller, Jno. W. Cox, and G. Gansevoort; *Surgeon*, B. Ticknor; *Captain of Marines*, Thos. A. Linton; *Lieuts. Marines*, H. B. Watson and J. T. Doughty; *Chaplain*, J. W. Grier; *Purser*, Wm. Sinclair; *Acting Master*, B. M. Dove; *Professor of Mathematics*, John Pierce, Jr.; *Assistant Surgeons*, J. Malcolm Smith, George Mauleby, and C. J. Bates; *Passed Midshipmen*, R. Forrest, R. Lowndes, John Carroll, W. D. Hurst, W. B. Renshaw, C. B. Poindexter, W. A. Jones, Jos. H. Adams, W. A. Parker, W. E. Le Roy, L. Maynard and Washington Reid.

Midshipmen, Louis McLane, Pierce Crosby, S. E. Woodworth, H. S. Newcomb, A. N. Smith, R. A. Knapp, E. Allen; *Boatswain*, Wm. Waters; *Gunner*, John Blight; *Carpenter*, John Southwick; *Sailmaker*, S. B. Banister; *Purser's Clerk*, J. M. Salter; *Yeoman*, S. T. Tapley.

Nov. 4th, 9 A. M.—Standing in for Gibraltar. The ship's company are in excellent health.

CUSTOM HOUSE, KEY WEST, }
Collector's Office, Nov 1, 1839. }

The Light Vessel for the Northwest Bar of this harbor, has been placed at her moorings. She lies about eight miles from Key West, at the junction of the north and northwest channels, so as to serve as a guide for vessels entering either. Vessels from the westward, coming in by the north channel, will bring the Light Vessel to bear due south, and run directly for her; and on reaching her station, will then run for the Light-house on Key West. Unless the tide should be extraordinarily low, there is ten feet in this channel at low water, and twelve feet at high water. Vessels coming in by the northwest channel will bring the Light Vessel to bear southeast half east, run for her, and then steer for the Light-house as before. This channel is considered the best, having from one to two feet more water than the other. Masters of vessels going out from Key West, will merely reverse the above directions. The Light-vessel shows one light at an elevation of about 50 feet, which may be seen, in clear weather, nine or ten miles.

A. GORDON, *Colr and Sup't of Lights.*

TO MARINERS.

A new light-house has been erected on the Islet half a mile south of Cape Pescara, at the southern extremity of Sicily. It is twenty-six yards above the level of the sea, and is a fixed light with fifteen lamps. In fine weather it will be visible at a distance of ten miles.

The Journal du Havre remarks that the position of the rocks of Brehat, and of several others in the neighborhood, in the English Channel, are very incorrectly laid down in the English charts, and the older French ones, and that the new French Admiralty charts can alone be depended on.

LIGHT AT THE ENTRANCE OF THE RIVER TAMAR.—Alterations of the light at the entrance of the river Tamar, Van Dieman's Land. The following has been received at Lloyd's, by an arrival from the above port:

COLONIAL SECRETARY'S OFFICE, July 19, 1839.

The Lieutenant Governor directs the following publication to be made for general information:

The revolving light at the Low Heads, Georgetown, is now in full operation, and is placed 139 feet above the high water mark, the tower being 59 feet from the base to the top of the lantern, which is, in height, 6 feet, by 12 in diameter. The alterations from light to extreme darkness is 59 seconds. The magnetic bearings from the undermentioned places are as follows:

Hebe, (outer breaker,) S. 87 0 E.; West Head, N. 72 0 E.; Mill, (Georgetown,) N. 31 45 W.; Flag Staff, do. N. 36 15 W.; George Mount Telegraph, N. 58 15 W.; Five Mile Bluff, S. 49 30 W.; Barren Jail, Tenth Island, S. 42 0 W.; variation 8 deg. 1 min. easterly.

LIGHT-HOUSE ON SCATARIE.—The commissioners of light houses hereby give notice that the light house lately erected on the island of Scatarie, will be put in operation Dec. 1, 1839. The building is painted white, and is elevated about 90 feet above the level of the sea, and will be distinguished by a revolving light of a superior description, visible one minute, and invisible half a minute. A good boat will always be kept at the establishment to render assistance to vessels in distress, and a gun is placed there to answer signals.

Two light houses have been erected on the north and south extremes of the island of St Paul; notice is given that one on the north end will be put in operation Dec. 1, 1839. This light will show a very brilliant fixed light, and is elevated about 130 feet above the level of the sea. The one on the south end is expected to go into operation in a short time, of which due notice will be given; a boat and gun are placed there likewise. For any further information respecting those lights, the public are referred to the following letter from Capt. Nott, of Her Majesty's ship Medea:

H. M. STEAM VESSEL MEDEA, }
Halifax, Sept. 19, 1839. }

SIR: With reference to your orders of the 30th ult., desiring me to ascertain, in conjunction with the officers under my command, the bearings and distances of the light houses now erecting upon the islands of Scatarie and St Paul, in the gulf of St. Lawrence—

I have to state, for your information, that the light house upon Scatarie is placed near the northeastern extreme of the island, and can be seen from a southward or seaward position, and without any interruption from any high land, until the compass bearing becomes to the eastward of N. E. by N. when it will be speedily obscured, and any vessel so placed on that side of the island, is in danger either of the rocks of Scatarie or the southern shores of Cape Breton island.

From any position to the northward, or in the gulf of St. Lawrence, the light can be seen while the distance admits, but when it bears to the eastward of S. E. a ship is in danger on the N. E. shores of Cape Breton; therefore as a present rule whereby due warning may be obtained, the light house should never be brought to bear eastward of N. E. or S. E. by S., by compass, nor yet approach nearer than one and a half or two miles.

There are two light houses upon the island of St. Paul, one on the extreme northern, the other on the extreme southern points of the island, and one which will be always open until a ship is on the rocks near the centre.

The northern light can be seen to the southward on any bearing except between N. by E. and E. by N., when it is obscured by the hills to the southward of it.

The southern light can be seen from the northward on any bearing except between S. S. E. and W. when that is obscured by the hills to the northward of it, and when clear either light can be seen for six leagues.

The chosen positions of these two light houses appear to be admirably calculated for the purpose of facilitating the navigation of the St. Lawrence, as one light will be always open, and either can be passed within a mile.

In submitting this report, I beg to state, that the light houses on these islands not being completed, the bearings are only such an approximation as could be obtained without the aid of the lights, but they are quite sufficient, if attended to, to guide a ship clear of danger.

JOHN NEALE NOTT, *Commander.*

To the Vice Admiral Sir T. HARVEY, K.C.B.,
Commander-in-Chief.

Military Intelligence.

2d dragoons—Col. D. E. Twiggs, Comm'g. regiment and Eastern District, Florida; Hd. Qrs. Ft. Heileman Lt. Col. Harney, left for the Havana on sick leave Major Fauntleroy, Com'g. five troops and detachment at Camp Fowler, three miles from Fort Heileman Adjutant R. C. Asheton, Head Quarters

Captains.

Bvt. Major J. A. Ashby, Fort Peyton, Com'g. troops and post
H. W. Fowler, Camp Fowler, Com'g. troop
B. L. Beall, Camp Fowler, Com'g. troop
E. S. Winder, Easton, Md., on sick leave
W. M. Fulton, Tampa, Com'g. troop, under orders for Fort Heileman

L. J. Beall, New York, Sup. Reg. Recruiting Service
T. Dade, Pilatka, in arrest
E. D. Bullock, Camp Fowler, Com'g. troop
M. S. Howe, Camp Fowler, Com'g. troop
G. A. H. Blake, Camp Fowler, Com'g. troop

First Lieutenants.

A. S. Macomb, A. D. C. to Commanding General
C. Ker, Tampa, with detachment of recruits
S. B. Thornton, Camp Fowler, sick
C. A. May, under orders to join from Reg. Rec. Service
N. W. Hunter, Pilatka, Com'g. F troop
R. B. Lawton, Camp Fowler, on duty with detachment of recruits
N. Darling, Fort Heileman, Com'g. K troop
W. Hardia, Camp Fowler, for duty
L. P. Graham, Camp Gamble, sick
W. J. Hardee, Fort Heileman, on duty at Reg. Hd. Qr.

Second Lieutenants.

H. W. Merrill, Albany, on Reg. Rec'g. Service
O. P. Ransom, Camp Gamble, M. F., Com'g. C troop
H. H. Sibley, Fort Columbus, N. Y., Com'g.
R. A. Arnold, Fort Heileman, for duty
Z. M. P. Inge, on leave one month
W. J. Newton, Fort Peyton, for duty
W. H. Saunders, Camp Fowler, for duty
J. H. Hill, Camp Fowler, Acting Adjutant
A. Loury, Carlisle, on duty at Cavalry Depot

Major Fauntleroy, with A, E, G, I, and K troops, are under orders for Fort Pleasant. H, (Capt. Fowler's,) leave, so soon as mounted, for Forts Nos. 2 and 3, west of Fort King.

A detachment of four officers, and one hundred and ten men, left Camp Fowler on the 3d Dec., in pursuit of those Indians who lately shot Capt. Searle and three citizens, on the road leading from Picolata to St. Augustine.

One commissioned officer and a small detachment will shortly leave for St. John's light house, as fears are entertained by the Collector that the public property there may be destroyed by the Indians.

Dec. 9—Capt. Beall returned last evening from a five days scout around St. Augustine and Picolata; but without coming up with any of the party who have lately infested that part of the country.

Gen. Taylor left Tampa on the 3d, en route to Fort Pleasant, M. F.

The Head Quarters of the 2d infantry have been removed to Picolata, Major Loomis in command.

Capt. Searle still lingering. Col. Twiggs had him removed, by his own desire, from Picolata to Pilatka. The physicians entertain little or no hopes of his recovery; he has lost all sensation below his hips. His fate is universally deplored.

NAVY.

ORDERS.

Dec. 12—Surgeon Thomas Williamson, to the Mediterranean as Fleet Surgeon, vice Surgeon B. Ticknor, relieved.

Surgeon Geo. Blacknall, Naval Hospital, Norfolk.

13—Lieuts. R. L. Page and S. P. Lee, W. I. squadron.

14—P. Mid. D. McDougall, J. D. Johnston, E. G. Parrott, brig Consort, on survey of southern harbors.

P. Mid. J. Anderson, steam ship Fulton.

P. Mid. R. M. Tillotson, H. C. Flagg, detached from brig Consort.

REVENUE CUTTER SERVICE.

Correspondence of Hale's New York News Room.

U. S. REV. BRIG WASHINGTON, }

Newport, December 12, 8, 40, P. M. }

DEAR SIR: We have at this moment anchored at this port. At 2 P. M. 10 miles from Montauk, fell in with brig Caroline, of Portland, from Havana, bound to Boston, in distress, having lost some of her men. Put Lieut. Chaddock and six men on board to bring her into this port. The wind being S. W. I expect her every moment; and I shall proceed on my service as soon as Lieut. C. and men return. I am, dear sir, yours, &c.

ALEX. V. FRAZER, *Lieut. Com.*

From the Pennsylvanian.

THE CUTTER GALLATIN.—We are indebted to a friend for the following copy of a letter from the Treasury Department. It will be read by the mercantile community with pleasure.

TREASURY DEPARTMENT, }

December 9, 1830. }

SIR: I have the honor to acknowledge the receipt of your favor of the 7th instant, and am happy to inform you in reply, that no orders have been given to withdraw the Cutter Gallatin from her present station, nor were any such contemplated; but, on the contrary, directions have recently been given by this Department to the Collector at Wilmington, to have the Cutter run down to the Breakwater during the winter, whenever the weather will permit, for the purpose of rendering assistance and protection to vessels needing it, as far as it may be in her power to do so.

I am, very respectfully, your obedient servant,

LEVI WOODBURY,

Secretary of the Treasury.

D. W. COXE, Esq., *Pres't of the Cham'r of Com., Phila.*

Naval Intelligence.

Schr. Enterprise, Lt. Com't. Ellery, arrived at New York, on Thursday last, from Philadelphia, 24 hours from the Breakwater.

Schr. Otsego, Acting Lt. E. T. Shubrick, arrived at Havana, Nov. 22, from Key West.

MEDITERRANEAN SQUADRON—Ship of the line Ohio, Capt. J. Smith, bearing the broad pendant of Commo. I. Hull, sailed from Gibraltar, Nov. 16, for the Western islands; was off Madeira on the 23d Oct.; returned, and anchored in Gibraltar harbor, Nov. 5. All well.

WEST INDIA SQUADRON—Ship Warren, Comm'r Spencer, at Havana, Nov. 22, five days from Pensacola.

ARMY, NAVY, AND MARINE UNIFORMS.

JOHN SMITH, (late of West Point,) would respectfully beg leave to state to the officers of the above corps, that he has received from Washington City a copy of the new regulations, together with the drawing of the Topographical uniforms; and all orders for the same will be punctually attended to, and forwarded with despatch.

N. B. Embroidered Engineer belts, and all Military equipments furnished as usual, at 168 Pearl street, New York City.

July 18—tf

NOTICE.

PROPOSALS will be received at the office of the Commissary General of Purchases, in Philadelphia, to furnish the following materials and articles for the United States Army, for the year 1840, viz:

Blue cloth, 6-4 wide, died in indigo and in the wool.
 Sky-blue twilled cloth, 6-4 wide.
 Unbleached cotton shirting, 7-8 wide.
 Flannel of cotton and wool, 7-8 wide.
 Canton flannel, 3-4 wide.
 Unbleached cotton drilling, 3-4 and 7-8 wide.
 Bleached do do 3-4 wide.
 Uniform caps, for Dragoons, Artillery, and Infantry.
 Pompons for Artillery and Infantry.
 Hair plumes for Dragoons.
 Bands and tassels do
 Aiguillettes for Artillery and Infantry.
 Worsted sashes, crimson and yellow.
 Shoulder straps, for Artillery and Infantry.
 do brass, for Dragoons.
 Epaulettes, N. C. Staff, Artillery and Infantry.
 Forage caps, new pattern.
 Laced booties, pairs.
 Woollen half stockings.
 Leather stocks.
 Blankets, 6½ feet long, 5 feet wide, weight 4 lbs.
 Horse blankets, blue, 6 feet long, 5½ wide, weight 4 lbs.
 Metal Cap Equipments for Dragoons, Artillery and Infantry.
 Buttons, coat and vest, for do do do
 do U. S. large and small, yellow and white
 do for shirts and suspenders.
 Felling Axes.
 Hatchets.
 Spades.
 Worsted Binding and Cord of all kinds.
 [The quantity and number of these articles will be determined hereafter.]
 Casks and Cooperage, for one year from April next.
 Saddles complete for Dragoons.
 Bridles with martingales.
 Saddle-bags.
 Spurs, and
 Leather halters.

The whole are to be of domestic manufactured materials. Patterns of all the required woollen and cotton cloths and articles, are deposited in the Commissary General's Office, in this city, for examination. Samples of any of the woollen and cotton cloths will be sent to any manufacturer on application to this office, by mail, and such information given as may be desired. The Booties are to be of eight sizes, and the Caps of five sizes. The sizes and proportions of sizes will be stated in the Contracts. On the samples and patterns exhibited, the contracts will be founded, and in inspections made, and no article will be received that is inferior in the material or workmanship to, or that does not correspond in every respect with, the pattern on which a contract is founded.

The supplies are to be delivered at the United States Arsenal, near Philadelphia, for inspection, in equal monthly portions, and the contracts are to be fulfilled on or before the first day of July, 1840.

The proposals must be in writing, sealed, and endorsed "Proposals," and must reach the office of the Commissary General of Purchases on or before the 7th day of January, 1840. Security will be required for the fulfilment of contracts.

COMMISSARY GENERAL'S OFFICE,
 Philadelphia, Dec. 7, 1839.

Dec. 12—td

NAVY COMMISSIONERS' OFFICE, Nov. 27, 1839.

SEALED PROPOSALS will be received at this office until 3 o'clock P. M., of the 21st December next, for furnishing and delivering at each of the respective navy yards at Charlestown, Mass., Brooklyn, N. Y., and Gosport, Va., on or before the first day of May next, the following articles, viz.

First for:

25,000 pounds of dry white lead, of American manufacture.

Second for:

1,500 pounds of dry French yellow
 1,000 pounds of dry red lead
 200 pounds of litharge
 250 pounds of dry Venetian red
 25 pounds of dry chrome yellow
 10 pounds of dry Prussian blue
 50 pounds of dry verdigris
 1,000 pounds of lampblack
 1,000 pounds of whiting.

And third for:

1,500 gallons raw linseed oil.

The proposals must be made separately for each yard, and for the white lead, the oil, and the other paints, as they will be decided upon without reference to each other.

All the articles must be of the very best quality, and subject to such inspection and tests as may be prescribed by the Navy Commissioners, or commandant of the navy yard where they are delivered, and be in all respects, both as regards quality and the condition of the casks and packages in which the articles are delivered, to their entire satisfaction, or the articles will not be received.

Bonds in one-third the estimated amount of the respective contracts will be required, and ten per centum, in addition, will

be withheld from the amount of each payment to be made, as collateral security for the due and faithful performance of the respective contracts, which will, on no account, be paid until the contracts are complied with in all respects. After deducting ten per centum, payment will be made by the United States within thirty days after the said articles shall have been inspected and received, and bills for the same approved by the commandants of the respective navy yards aforesaid, according to the terms of the contracts.

The Board reserve to themselves the right to reject all offers from persons who have heretofore failed to fulfil their contracts.
 Dec. 5—td

NAVY SLOP CLOTHING FOR THE YEAR 1840.

NAVY COMMISSIONERS' OFFICE, DEC. 3, 1839.

SEALED PROPOSALS, endorsed "Proposals for Slop Clothing," will be received at this office until 10 o'clock A. M. of the 21st instant, for furnishing and delivering, at each of the Navy Yards, at Charlestown, Massachusetts, Brooklyn, New York, and Gosport, Virginia, the following articles, viz.

600 Pea Jackets
 1,600 Blue Cloth Jackets
 2,000 Blue Cloth Trowsers
 2,000 White Flannel Shirts
 2,000 White Flannel Drawers
 2,000 White Linen Frocks
 800 White Duck Trowsers
 1,000 White German Linen Trowsers
 500 Black Silk Handkerchiefs
 2,000 Pairs Woollen Stockings
 1,000 Pairs of thick Sewed Leather Shoes
 1,000 Pairs of Sewed Leather Pumps
 500 Blankets

The Pea Jackets, Blue Cloth Jackets and Trowsers, Flannel Shirts and Drawers, are to be made from materials of American manufacture. All the articles are to be fully equal to the samples which are deposited at the Navy Yards near Boston, New York, and Norfolk, at which places schedules, showing the sizes of the different articles of clothing, may also be seen. When the articles are to be of more than one size, two-thirds of the number furnished are to be of the largest size, and one-third of the smallest size, excepting the Shoes and Stockings, which must be of assorted sizes, and which will be specified in the contracts that may be made.

All the said articles of Slop Clothing must be subjected to such inspection and survey as the Commissioners of the Navy shall direct, by instructions to the commanding officers of the respective Navy Yards of delivery. And no portion of the said Slop Clothing will be received that is not fully equal to the samples or patterns both in materials and workmanship, and does not conform in all other respects to the stipulations and provisions of the contracts to be made.

The prices to be asked for the several denominations of articles enumerated must be mean or average prices, without regard to the sizes, and must be calculated to cover every expense attending the fulfilment of the contracts, until the articles have passed inspection, been approved, and received, including the necessary metal Naval buttons.

The whole must be delivered in good, tight, substantial, and dry packing boxes or hogsheds, and in good shipping order, at the expense of the contractors, and to the entire satisfaction of the commandants of the Yards.

Separate proposals must be made, first, for the Shoes; second, for the Stockings; third, for the Blankets; and, fourth, for the other articles; and the proposals for the deliveries at each Yard must also be separate and distinct, as distinct contracts will be made for each.

One-fourth of the quantity of each article to be delivered at each of the Navy Yards must be delivered on or before the first day of March next; one-fourth on or before the fifteenth day of April next; and the remainder on or before the first day of June next.

And in case of failure on the part of the contractors to deliver articles within the time specified, the Navy Commissioners to have the right to direct purchases to be made to supply the deficiencies, and any excess of cost to be charged to and paid by the contractors.

Persons making offers must stipulate specifically that they will furnish, under the contracts to be made, any additional quantity of any of the kinds and descriptions of articles embraced in their respective proposals, which the Commissioners of the Navy may require within the year 1840; not to exceed one half the quantities and descriptions named in this advertisement, upon receiving sixty days' notice to that effect.

Bonds, in one-third the amount of the respective contracts, will be required, and ten per centum in addition will be withheld from the amount of each payment to be made, as collateral security for the due and faithful performance of the respective contracts, which will on no account be paid until the contracts are complied with in all respects; and it is to be forfeited to the use and benefit of the United States in the event of failures to complete the deliveries within the prescribed periods.

After deducting ten per centum, payment will be made by the United States, within thirty days after the said Slop Clothing shall have been inspected and received, and bills for the same, approved by the Commandant of the respective Navy Yards, according to the terms of the contracts, shall have been presented to the Navy Agents.

The Board of Navy Commissioners reserve to themselves the right to reject all offers from persons who have heretofore failed to fulfil their contracts with the Navy Department. Dec. 5—td